



## PASSENGER RAIL CORRIDOR STUDY

Tucson to Phoenix

# Add Your Voice

[www.azdot.gov/passengerrail](http://www.azdot.gov/passengerrail)

Postage Paid  
Comment  
Forms Due  
December 15,  
2012



## Public Participation Workbook

**Phoenix and Tucson** are Arizona's largest metropolitan areas and they are connected by Interstate 10. It is the most heavily traveled corridor in our state and it is reaching capacity. Previous studies have shown that I-10, even with additional lanes, is not sufficient to meet the travel demand in the future.

The *Arizona Department of Transportation (ADOT) Passenger Rail Corridor Study; Tucson to Phoenix* is looking at six rail alternatives and how a dedicated bus rapid transit system can potentially meet the need for future transportation options between Tucson and Phoenix.

## Fall 2011 Scoping Events - A Recap

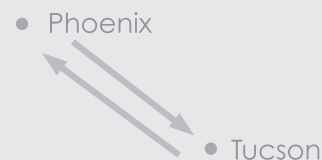
In the fall of 2011, ADOT asked for input from Arizonans regarding passenger rail in Arizona. A total of 3,075 comments were received in the form of paper surveys, online surveys and general emailed comments. This is a brief overview of what we heard:

**Do you travel**  
between Tucson and Phoenix  
and any points between?

**93%  
Yes**  
2,320  
respondents

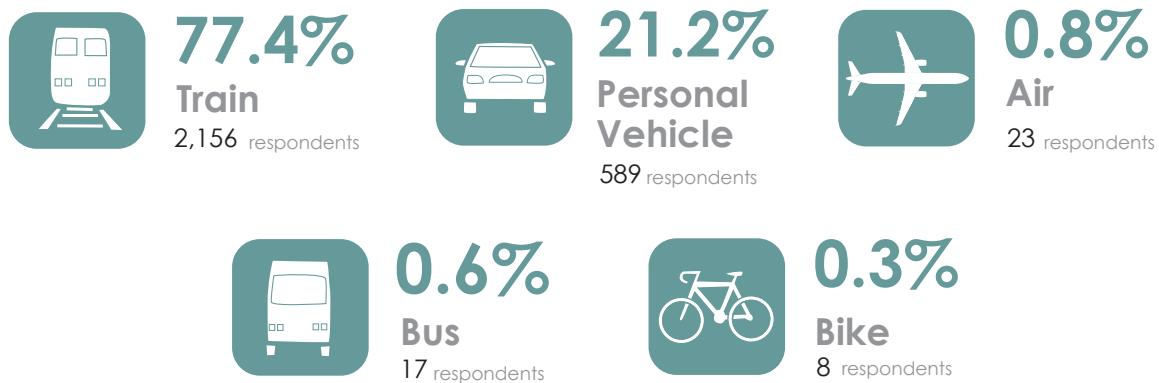
**7%  
No**  
182  
respondents

These results indicate that primarily travelers that use this corridor participated during the fall of 2011.



## What would be your preferred travel choice between Tucson and Phoenix?

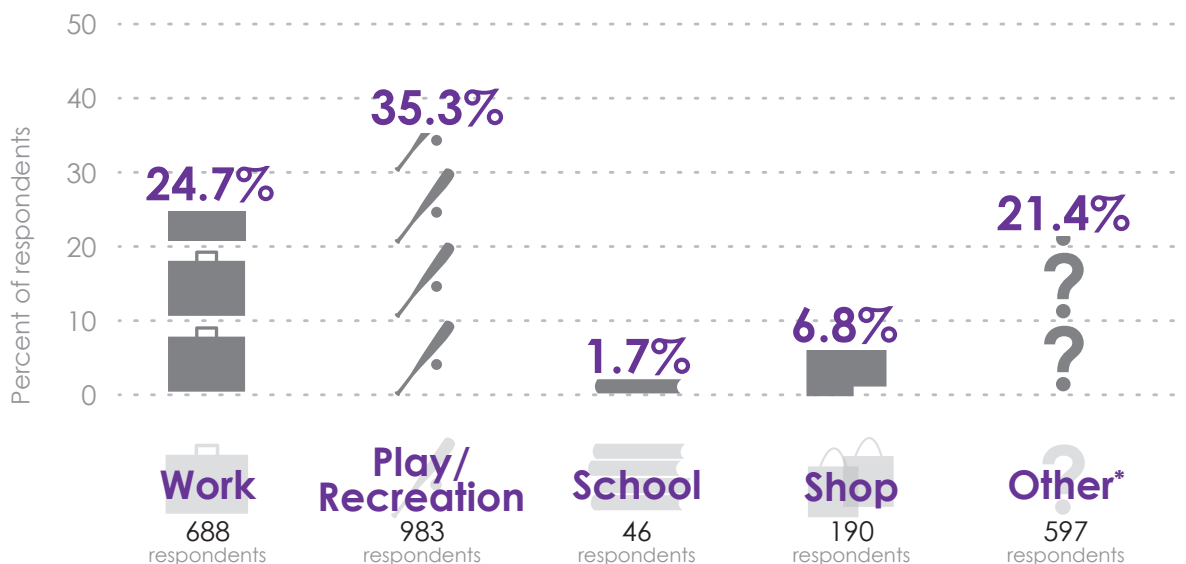
The team wanted to understand people's preferences with regard to mode. This helped focus the study to be most responsive to Arizonans' transportation needs and expectations.



If you travel between Tucson and Phoenix and any points between

## why?

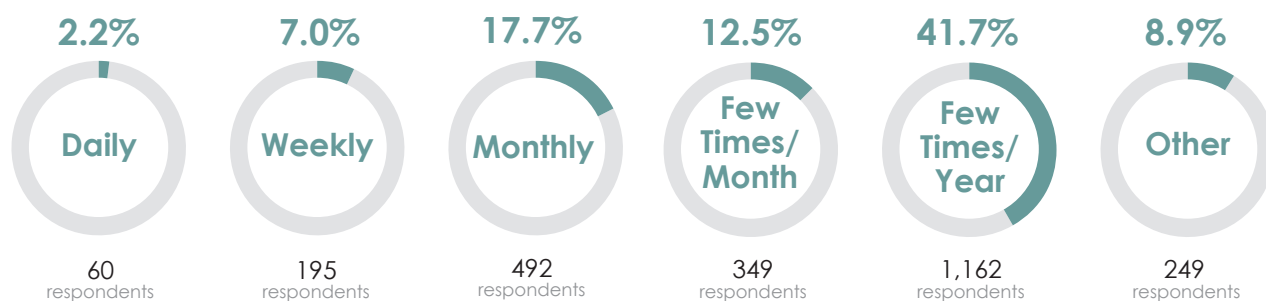
The majority of respondents would use rail for play or recreation. A majority of people who listed their trip purpose as "other" indicated they would make the trip more often if they had a more desirable transportation alternative.



\* "Other" comments primarily consisted of "Visiting family and friends"

# How often

do you make this trip?



# Themes

The study team conducted a number of word searches to identify common themes, and the following were noted:

## 48% Mobility

6,858 comments

Traffic, Options, Work, Visiting, Commuter, Airport, Congestion, Stress, Convenient Relax, Reliable, Delay, Accessibility, Dependable

## 12% Safety and Security

1,720 comments

Safety concerns

## 13% Environment

1,858 comments

Air Quality, Environmental Impacts, Green/Sustainable, Wildlife, Noise, Energy, Waste, Climate Change, Quality Of Life, Tribal Concerns

## 8% Financial Feasibility

1,199 comments

Cost, Funding

## 13% Operational Characteristics

1,841 comments

Speed/Time, Station/Stop(s) Frequency/Frequent, Fare

## 5% Economy

742 comments

Benefit, Opportunity, Jobs, Growth, Housing

## Study Name Change

The Intercity Rail study has an official new name, it is now known as the *ADOT Passenger Rail Corridor Study; Tucson to Phoenix*. This name change was suggested to better reflect the scope of our study and reflect the numerous agency and public comments we have received. "Passenger Rail" provides a broader definition of the type of rail system we are considering, to include intercity, commuter and local trip patterns. "Corridor Study" is intended to reflect that we are reviewing the connections within a broader corridor that would be recommended to form a complete system.

## Different Kinds of Service

Last fall, Arizonans told us that they want flexibility in their use of a future passenger rail service—that it's not just about getting between Tucson and Phoenix, but also moving from place to place along the way. The name change reflects this new concept of a "blended service." We are planning for both local and express service that would operate on the same tracks but at different times of day: local service intended for moving around the corridor, and express service focused on being more direct with fewer stops between to provide faster travel times.



# Alternatives

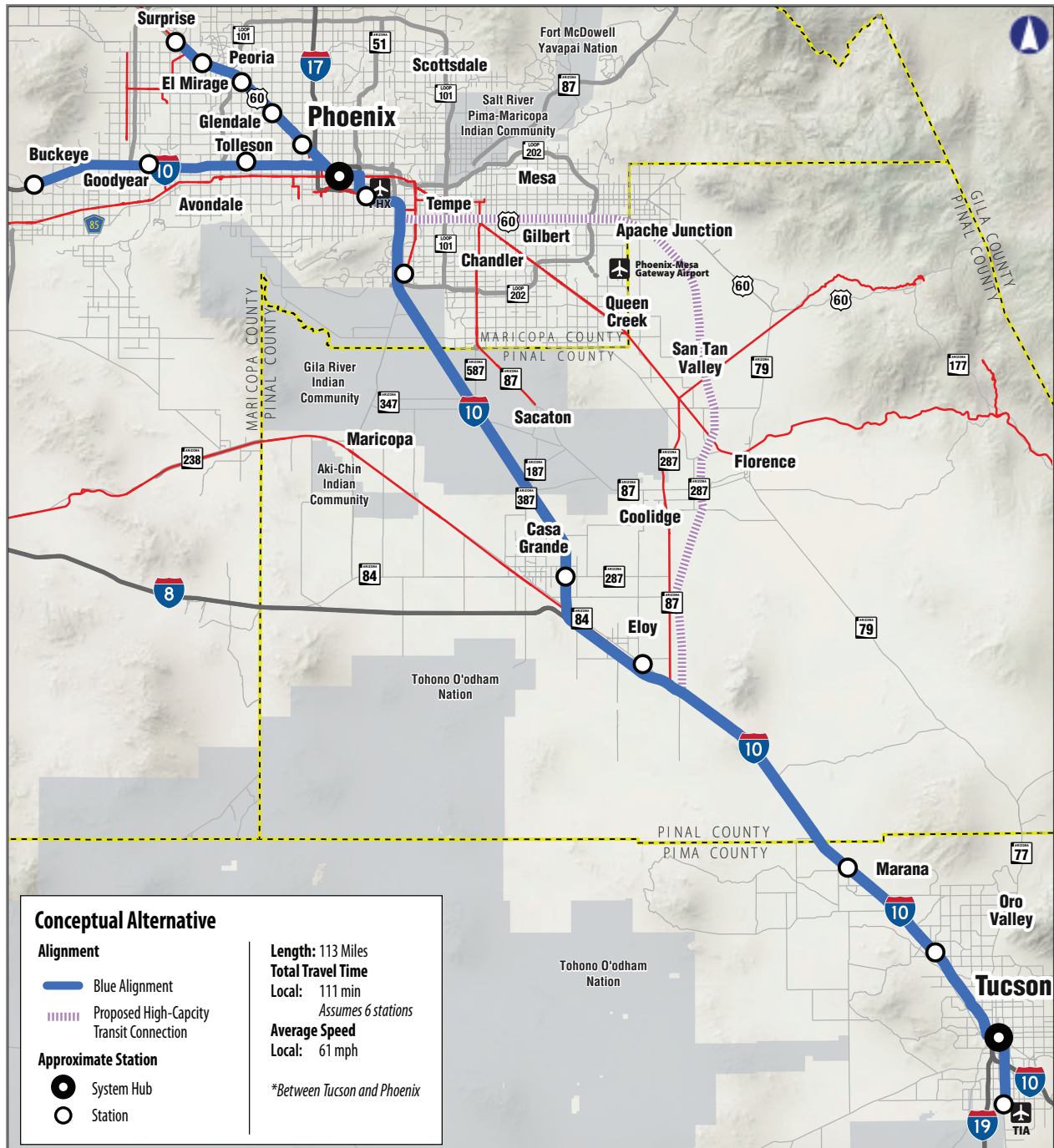
Since the scoping events in 2011, the team had been working to develop a number of conceptual alternatives. Each concept differs in total length, travel time, average speed and station locations. It is important to remember that these are not final and more work is required to refine and narrow down the conceptual alternatives.

We want to know:

- Whether you like or dislike each alternative.
- How you would get to a train station.
- How you would get around once you reached your destination.
- Where you are riding to and from.

We want your input to help narrow down the conceptual alternatives. Use the enclosed comment form to tell us a little about the ones you like, the ones you don't like, and ones that you think could be improved.

# Blue



Bus Rapid Transit alternative generally using existing and proposed high occupancy vehicle lanes using I-10 right of way from Tucson International Airport to Sky Harbor Airport in Phoenix, including connections to the West Valley along I-10 with a link to the Northwest Valley along Grand Avenue.

**Conceptual Alternative**

**Alignment**

- Green Alignment
- Proposed High-Capacity Transit Connection

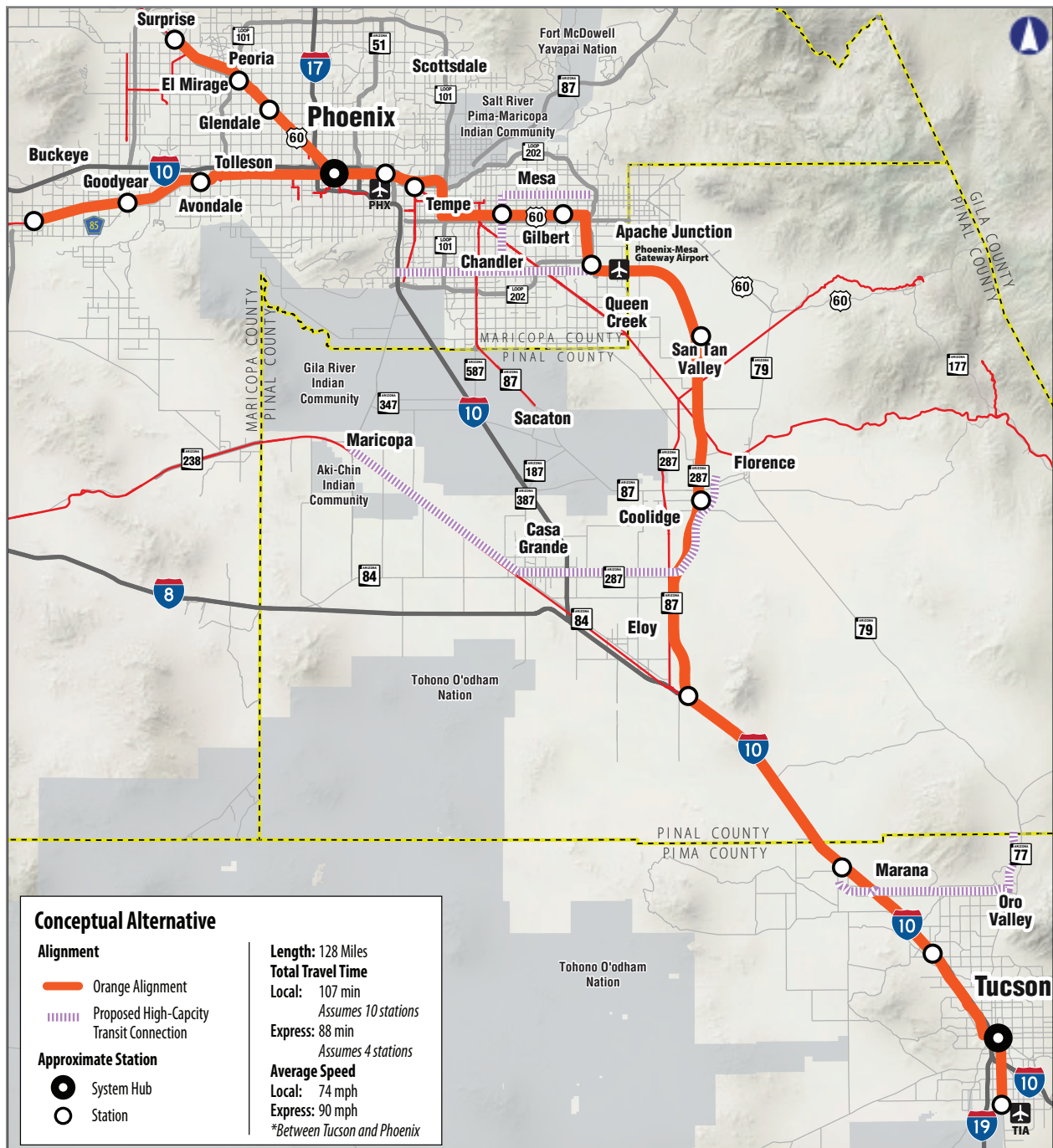
**Approximate Station**

- System Hub
- Station

**Length:** 113 Miles  
**Total Travel Time**  
 Local: 83 min  
*Assumes 6 stations*  
 Express: 73 min  
*Assumes 3 stations*  
**Average Speed**  
 Local: 81 mph  
 Express: 92 mph  
*\*Between Tucson and Phoenix*

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# Orange

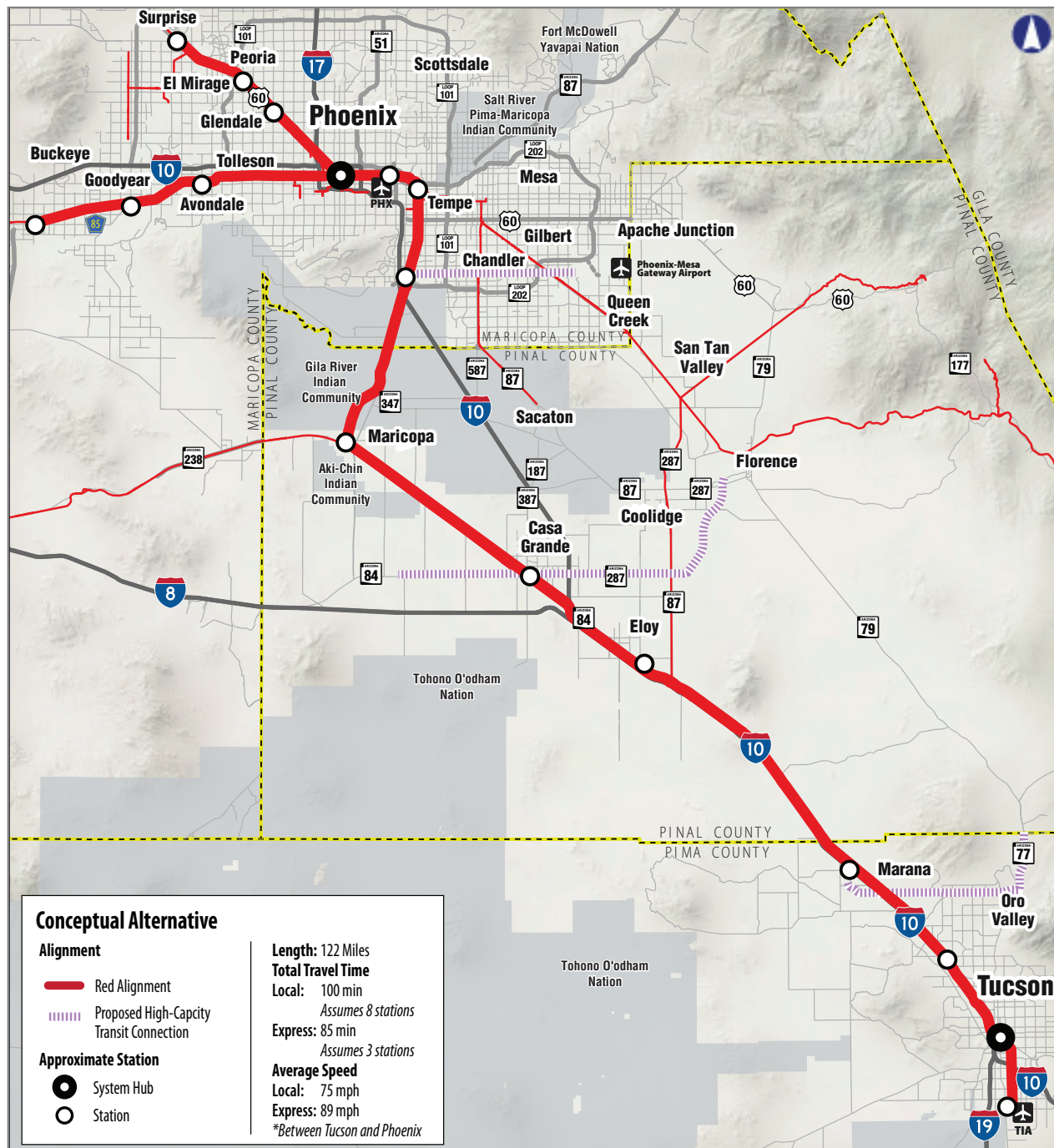


Rail alternative using segments of I-10, the proposed North-South Freeway Corridor in Pinal County, a proposed transit corridor in a proposed master planned community in Pinal County, US 60 and the Wellton Branch of the Union Pacific Railroad connecting Tucson International Airport, the East Valley, Phoenix-Mesa Gateway Airport, Phoenix Sky Harbor, downtown Phoenix, and the West Valley, including a link to the Northwest Valley along the Burlington Northern-Santa Fe Railroad right of way and the West Valley along Union Pacific right of way.

[illegible]

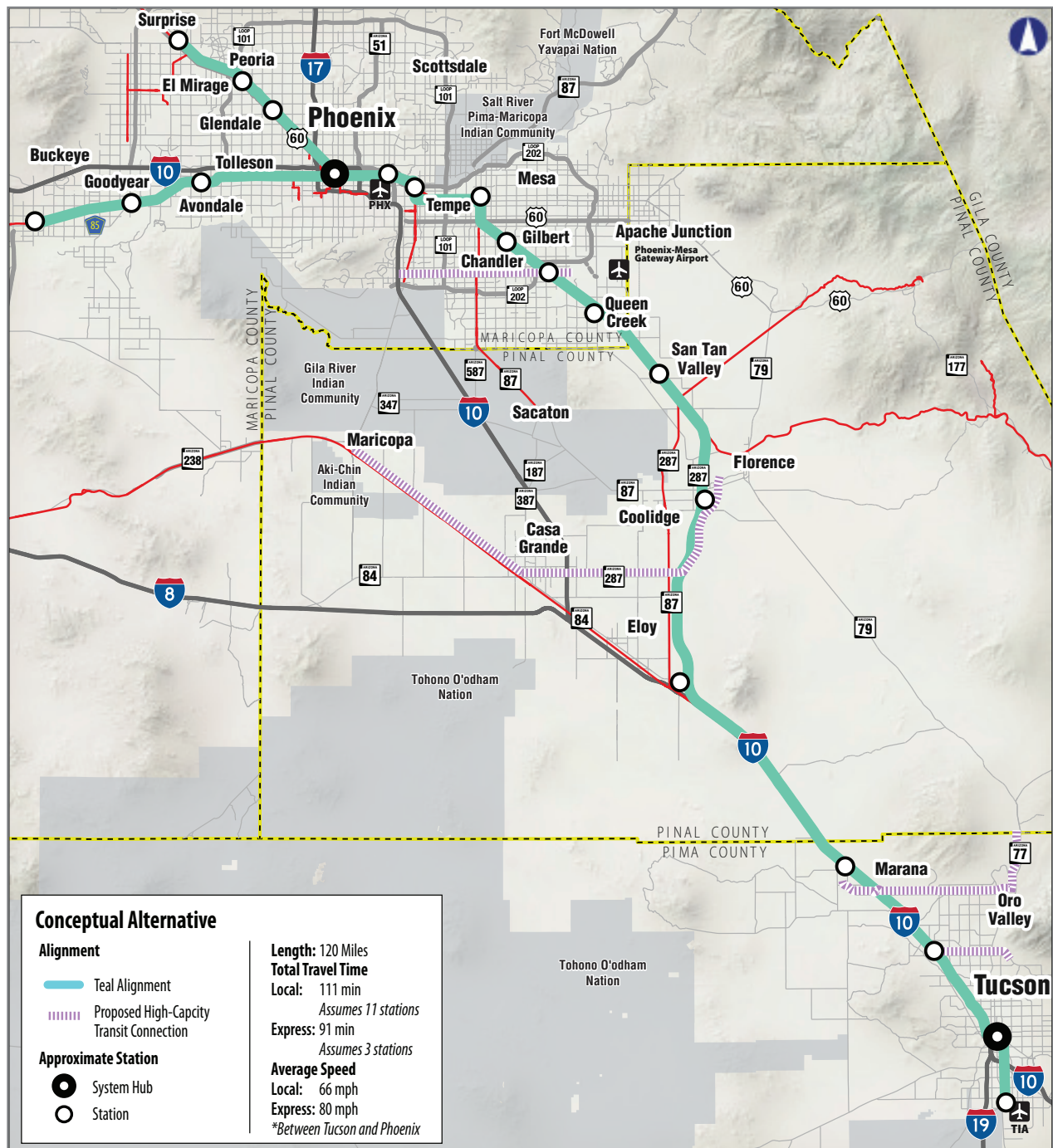
10

# Red



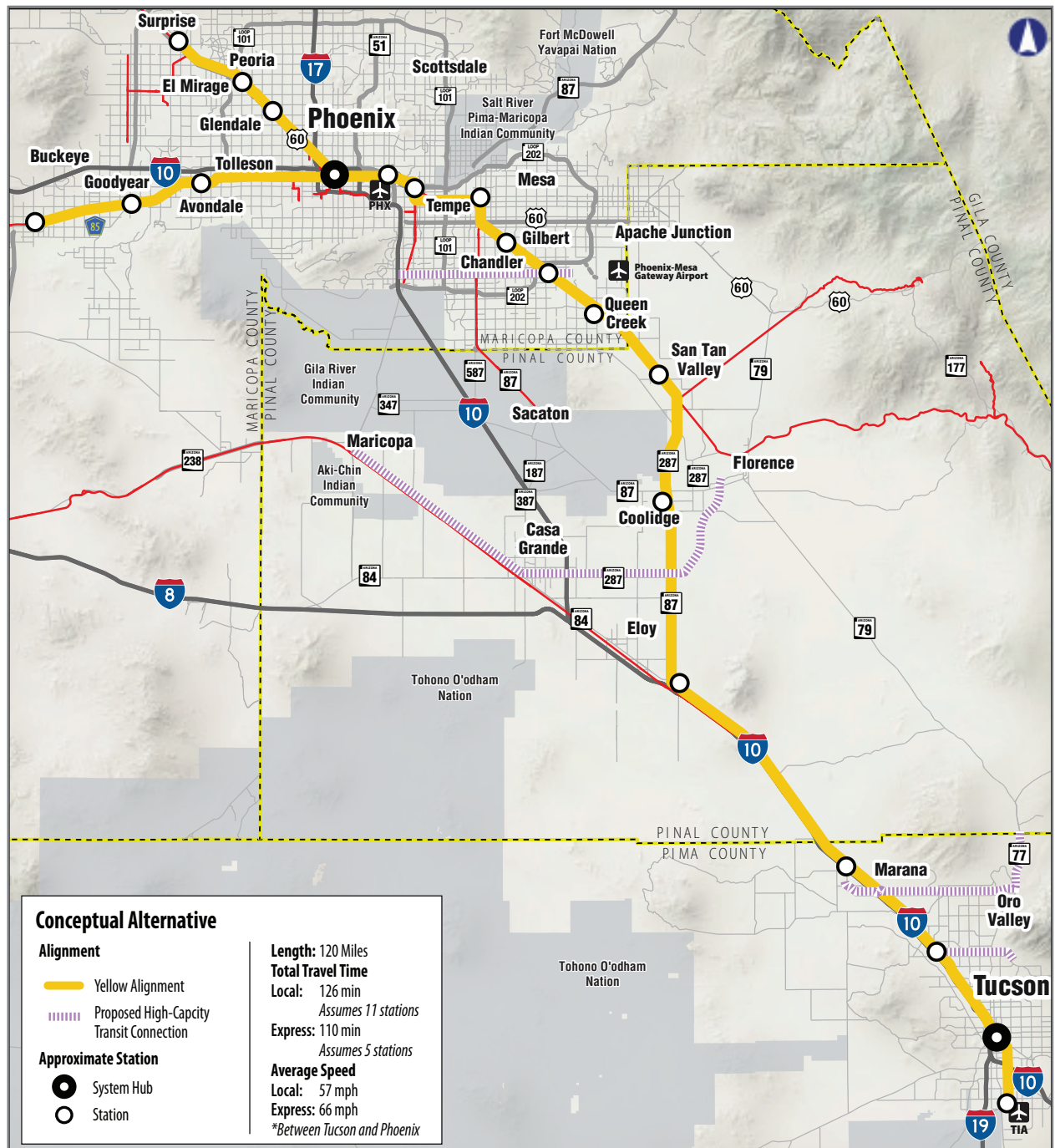
Rail alternative that will use segments of I-10 from Tucson International Airport and will continue north through Casa Grande, Maricopa-Casa Grande Highway to Maricopa, State Route 347 to Chandler, and then use the Tempe and Wellton branches of the Union Pacific Railroad into Tempe, Phoenix Sky Harbor Airport, downtown Phoenix, and the West Valley, including a link to the Northwest Valley along the Burlington Northern-Santa Fe Railroad right of way and the West Valley along Union Pacific right of way.

# Teal



Rail alternative that will use segments of I-10, the proposed North-South Freeway Corridor in Pinal County and the Southeast and Wellton branches of the Union Pacific Railroad, connecting Tucson International Airport, Pinal County, the East Valley, Phoenix Sky Harbor Airport, downtown Phoenix, and the West Valley, including a link to the Northwest Valley along the Burlington Northern-Santa Fe Railroad right of way and the West Valley along Union Pacific right of way.

# Yellow



Rail alternative using only Union Pacific Railroad right of way connecting Tucson International Airport, Pinal County, the East Valley, Phoenix Sky Harbor, downtown Phoenix, and the West Valley, including a link to the Northwest Valley along the Burlington Northern-Santa Fe Railroad right of way and the West Valley along Union Pacific right of way.

# Criteria Descriptions

## **Community Acceptance and Accessibility**

How does the alternative impact your community?

Does the alternative fit or conflict with local plans and property ownership?

What populations does the alternative serve?

Do the communities where stations are shown have what's needed to support a station?

## **Environmental**

How does the alternative impact noise, historic properties, archaeological resources, wildlife, wetlands, rivers, and other aspects of the environment?

How does it affect underserved populations?

## **Financial Feasibility**

How much will the alternative cost to build and operate?

Is it easy or difficult to build, and how difficult will negotiations be for the land needed?

## **Operating Characteristics**

Is the service reliable, or do things like weather or conflicts with other transportation modes such as auto traffic or freight rail compromise the schedule?

## **Mobility**











































How many people would use the service and how long would it take?

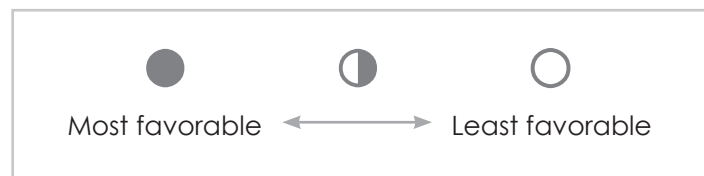
## **Safety**

How safe is it?

# How the Alternatives Compare

The study team is carefully analyzing each alternative to answer the important questions on page 14. Comparing the alternatives will help with the decision of which alternatives should be eliminated from further consideration. Early in 2013, the list of seven will be narrowed to two or three. Of the six categories listed in the left-hand column below, which is most important to you?

Criteria	ALTERNATIVES						
	Blue	Green	Orange	Purple	Red	Teal	Yellow
Community Acceptance and Accessibility							
Environmental							
Financial Feasibility							
Operating Characteristics							
Mobility							
Safety							





# Contact Us

**Please submit your comments through December 15, 2012.**

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